



STAFF REPORT

HISTORIC DOWNTOWN ADVISORY COMMISSION

Village Green Municipal Building, Council Chambers

47 Hall Street

Thursday, November 15, 2018

6:30 P.M.

1. REVIEW

Applicant: Chris Bradley/The Camber Company
Location: 185 N. Liberty Street
Existing Zoning: Residence District (R)
Proposed Zoning: Downtown Residence District (DR)
Request: To review and provide comments to P&Z for proposed single family subdivision consisting of 21 residential units on 5.38 acres.

Aerial Site Image: <https://goo.gl/maps/L4vYV5R2EwA2>

Project Background

The applicant is in contract to purchase the back half of the property located at 185 N Liberty Street. Of the total 8.381 acres, 3.015 will remain with the existing owners and 5.366 acres will be purchased by the applicant.

The proposal came before P&Z as a sketch plan on July 25, 2018 and preliminary development plan review on October 10. At the October 10 meeting, P&Z recommended that the elevations be submitted to HDAC for review and comment.

Since that time the applicant has worked on new elevations and submitted them to the HDAC for review.

Proposal Overview

To construct 21, 1 and 2 story, fee-simple single-family homes on lots sized 50 feet wide by about 100 feet deep. The proposal is also providing a public road right-of-way of 50 feet that also goes south with a 30 foot right-of-way for a future connection. The proposal shows an entry and entry sign into the site from Adventure Park Drive.

Ordinance Review

In accordance with the requirements of codified ordinance 1143.18(k)(2), the Planning and Zoning Commission may ask the Historic Downtown Advisory Commission to review a Certificate of Appropriateness application with city staff and provide written comments and recommendations to the Planning and Zoning Commission for consideration. Such recommendations shall be part of the Planning and Zoning Commission approval unless the Planning and Zoning Commission finds the recommendations do not correspond to the adopted standards and guidelines or approval process as required by the zoning code. For any recommendation by the Historic Downtown Advisory Commission found to not correspond to the adopted standards and guidelines or approval process as required by the zoning code, the Planning and Zoning Commission shall provide a written reason for such finding. Should the Historic Downtown Advisory Commission not provide written comments and recommendations for any application, for any reason, it shall not prohibit the Planning and Zoning Commission from acting upon any application.

Staff Comments

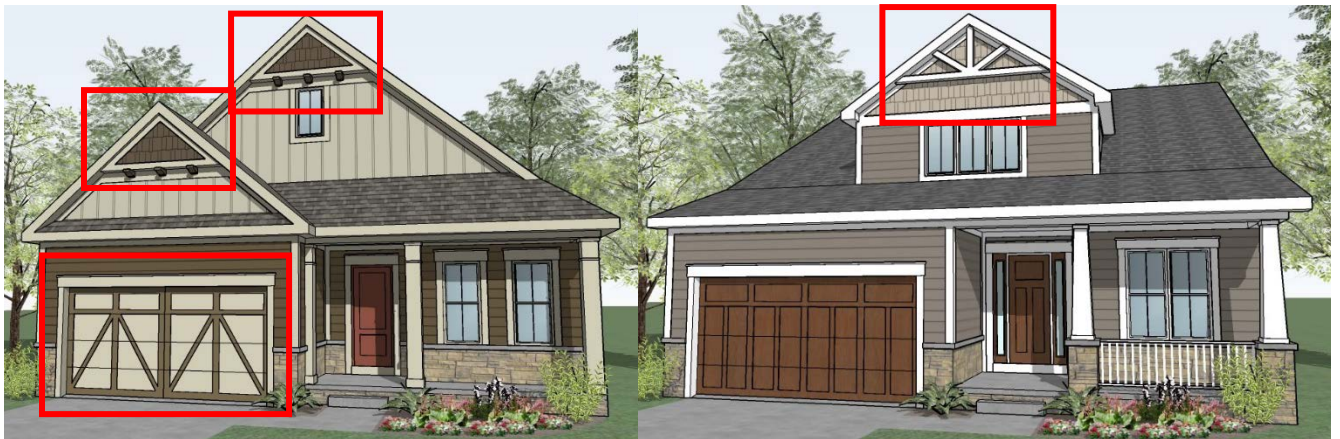
Staff feels that the proposed development will have a positive impact on the historic downtown. More housing and people within walking distance of the downtown core will only add to the vibrancy of the city center. Also, more housing choices is helpful to keep Powell residents local as they downsize from their homes. Lastly, the roadway with stub will be helpful to realize the vision of the Keep Powell Moving plan to create a connection between Adventure Park Drive and Depot Street.

The applicant provided four elevations for review that Staff finds to be appropriate in scale and somewhat in design for the proposed location. Staff has the following comments regarding the elevations:

- 1) Staff requests that the applicant bring all four sides for P&Z's review in the future.
- 2) The stone selections be replaced by brick since stone was not commonly found in the historic district. Also, the amount of brick/stone should be limited for more simplistic materials. The historic district designs are not as elaborate. The applicant should follow the building materials suggested in the Architectural Gridlines more closely – starting on page 20.



- 3) Details across all designs be much simpler. For instance, the garage doors and gables should be less elaborate.



- 4) More detail is needed about the siding, gutter, lighting, and fence (if there is any) material selections. Specifically, is the applicant proposing cement siding or vinyl siding?

Staff would add though that the applicant has contracted with Romanelli and Hughes to construct the units. This builder has done work within the City before and has proven to construct quality homes with good design.

In terms of site plan characteristics, the proposal is consistent with the architectural guidelines. They are modest lots with small front yards. There is one deviation though, the Architectural Guidelines prefer rear yard parking versus what is proposed. Staff feels that this new housing type with proximity to the downtown should be allowed but more should be done to minimize the amount of garage in the front of the building. A possible solution could be pushing the garage further back.

Staff Comments – Preliminary Development Plan Analysis

Below is the preliminary development plan staff report that staff feels is helpful for HDAC to understand the proposal as a whole.

In accordance with the requirements of codified ordinance 1143.11(g), in approving a preliminary development plan, the Planning and Zoning Commission shall consider:

(1) If the proposed development is consistent with the intent and requirements of this Zoning Ordinance;

The applicant is requesting a zoning change from Residence District (R) to Downtown Residence District (DR). First, staff sees no issue with this request as it would require the applicant to provide architecture in line with Powell's historic guidelines – which leads to more refined and aesthetically pleasing design. Furthermore, the district change would help to expand the historic district boundaries, adding to the character of the downtown.

This question is answered with the assumption that the DR district request will be approved. Overall, this proposal is in line with DR district requirements. Specifically, this developments meets the purpose of the DR district: *...to preserve, protect, and promote the village-scale residential environment through provision of village-scale housing opportunities on modest lots in the Downtown District.* This proposal is village-scale with modest lots – shown in the site plan and renderings provided. Second, single family residences are a permitted use. Third, the proposed lots are a minimum of 50 feet and seem to be a depth of 100 feet but staff cannot be sure with no dimensions provided on the site plans. Although, if needed, staff sees no issue with reducing the lot depth to expand the greenspace around the site. Fourth, the density proposed is 3.9 units/acre, far less than the maximum of 7 units/area allowed by code. As for setbacks, the requirements are - Front: minimum 20 feet, maximum 25 feet, Side: 5 feet and Rear: 30 feet. Staff needs better dimensions on the plan to determine these dimensions. However, once again, staff is flexible with setbacks in order to ensure an overall well designed site plan and development. Lastly, the proposal meets the lot coverage (50%) and open space (20%) requirements. The proposal shows 50% or less lot coverage and 42.8% open space.

(2) The appropriateness of the proposed land uses with regard to their type, location, amount, and intensity, where not specifically specified in this Zoning Ordinance;

The proposal is a lower density single family development that seems appropriate for the location and in the amount proposed. The density is low enough to not be a burden on the existing road network and surrounding uses.

(3) The relationships between uses, and between uses and public facilities, streets, and pathways;

The proposed development has a swimming pool to its north, residential to its east, future development to its south, and a train track to its west. The low-density single-family development geared towards empty-nesters and retirees should have a harmonious relationship to the existing uses. The proposal is also including a new stub road, sidewalks and paths through the development which should only add to the travel modes in the area – an overall benefit to the neighboring uses.

(4) Adequacy of provisions for traffic and circulation, and the geometry and characteristics of street and pathway systems;

The proposed streets are adequate for the type and amount of development proposed. Staff is also pleased that the applicant worked with the owner to the south to determine an appropriate location for the stub road and bike. These southern connections placed appropriately will be mutually beneficial to both parties and the city overall. This southward stub road is an important piece to connect Depot Street north to Adventure Park Drive – as recommend in the Keep Powell Moving Plan. The site does have a cul-de-sac that we typically want to stay away from but with the option of two exists from the site and no connection across the tracks ever likely, makes it a reasonable necessity.

(5) Adequacy of yard spaces and uses at the periphery of the development;

The proposal does a fine job of creating as much green space on site as possible. The location of the lots and house envelopes show that there is a great deal of greenery around the site.

(6) Adequacy of open spaces and natural preserves and their relationships to land use areas and public access ways;

The applicant is looking to donate the rear portions of the norther lots to the City as parkland, which would in turn, increase the open space on the site. Also, the applicant has created an open space buffer to the west of the site. These two open spaces will increase the amount of public access ways through the site and provide more than an adequate amount of open space.

(7) The order, or phases, in which the development will occur and the land uses and quantities to be developed at each phase;

No yet specified by the developer.

(8) Estimates of the time required to complete the development and its various phases;

No yet specified by the developer.

(9) Improvements to be made by the Municipality, if any, and their cost;

There are no physical improvements require bed by the City. The City is, however, helping the applicant get access onto Adventure Park Drive. As mentioned in the previous analysis, the park to the north is under a Section 6(f) restriction and any changes to the land requires a new agreement with the State. The City is facilitating these discussions in hopes to make this connection possible as it would not only help the development but the city overall with the additional of another connector street.

(10) The community cost of providing public services to the development, and

The City will obtain ownership of the roadway and its maintenance once this development is completed.

(11) Impacts of the development on surrounding or adjacent areas.

The proposed development will have a positive impact on the surrounding areas. It will add more life to the downtown area by adding more people within walking distance to the shops and restaurants. In addition, the future roadway connection this proposal helps to achieve will help alleviate some traffic congestion in the downtown area but creating an alternate travel route.

The Planning and Zoning Commission may require the staging of the planned development to minimize early stage major impacts on the community infrastructure and services systems, and may require the staging of land uses to be generally consistent with the phased development of supporting land uses and public services and facilities.

The Commission's approval in principle of the preliminary development plan shall be necessary before an applicant may submit a final development plan. Approval in principle shall not be construed to endorse a precise location of uses, configuration of parcels, or engineering feasibility."

Comprehensive Plan Consistency

In terms of the overall land use and items related to our Comprehensive Plan, this proposal has the ability to meet the general thoughts and ideas, but it needs a lot of work to get there. This property is zoned R, Residence District and has been zoned in this manner since the Village began having zoning. In fact, the current owners are the second generation of people who originally signed the petition to form the municipal government of Powell. Development of Powell has happened all around this acreage. Now that it appears to be time to consider development on this parcel, it makes sense to rezone the property to a category which makes sense for the owner and the community.

The property to the south is zoned DB, Downtown Business District and has historically been zoned this way since the Depot Street Antiques came to town in the 1970s. The current owner is a commercial real estate owner in the downtown, is part of the new Nocterra Brewery going in, and plans to develop his property as currently zoned. Other adjacent zoning includes DR, Downtown Residence District with the properties along Case Avenue. To the west is the CSX railroad, and to the north is Adventure Park. In terms of land use, single family residential fits this property and the overall densities of this neighborhood.

Our comprehensive plan anticipates the extension and connection of Depot Street from the south to Adventure Park. The proposed plan does allow for this connection to occur, but only in an indirect manner. Some thought on the part of the Commission needs to happen with this connection. Although Staff does see it as being a necessary thing to help relieve Scioto and Case from cut-through traffic (it provides an alternative) residents there have expressed concern and we also do want to keep speeds down, especially through a new residential/mixed use area. It would be nice to be able to plan this out together with both properties. Maybe this applicant and the owner to the south can sit down together to come up with a good effort on roadway design due to any land use proposal that they seek.

Staff Recommendation

Staff recommends pertinent comments from HDAC be incorporated into the applicant's proposal before submission to P&Z. Once again, the applicant should follow the Architectural Guidelines more closely.